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TRANSPORTATION PLAN FOR 1949

Standard Gauge Railroads

No adequate data exists to show the increase in the volume of production in 1947 over 1946. From data available on the most important products we can assume that in 1947 production increased 25 percent over 1946. On the other hand, freight carried by railroads increased from 67 million tons in 1946 to 89 million tons in 1947, an increase of 32.9 percent.

The National Economic Plan for 1948 estimated that production would increase 23 percent over the planned production of 1947. However, railroad freight traffic increased from 89 million tons in 1947 to 113 million tons in 1948, an increase of 27 percent.

The National Economic Plan for 1949 sets up the increase in total production over the planned production of 1948 at 21 - 23 percent. The quota for railroad freight traffic, set up in the plan for 1949, is 130 million tons or 30 percent larger than the 1948 quota of 100 million tons. The planned increase in railroad freight traffic exceeds the planned increase in total production by 8 percent, creating a reserve which past experience has shown to be necessary.

On the basis of freight traffic planned for 1948 and 1949, the increase in 1949 is 30 percent over 1948. However, the freight traffic planned for 1949 is only 15 percent greater than actual freight carried in 1948 /113 million tons instead of 100 million tons planned/. Therefore, a 15-percent increase in capacity should be ample to take care of the 1949 plan.

Since the yearly increase of freight cars in operation is incommensurably smaller than the increase in freight carried, the railroad administration will be forced to equalize the distribution of freight over the 12 months to avoid sharp peak loads in the fall. The efficiency of transport should also be increased by developing a more advantageous average turnaround time for freight cars.

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In 1947 the actual turnaround time of a freight car was 8.38 days and in 1948, 6.92 days (planned 7.53); the 1949 plan calls for 6.8 days. The average commercial speed in freight traffic was 13.4 kilometers per hour in 1947, 15.4 in 1948 (planned 14.9), and 16.8 according to the 1949 plan.

To attain an even distribution of freight, the cooperation of shippers will be required; a marked improvement in the efficiency of the railroad personnel will be necessary since a considerable reduction in force is foreseen in 1949.

The 1949 plan estimates the total freight traffic at 130 million tons, of which 112.7 million tons will be commercial freight and the balance of 17.3 million tons will comprise official and military freight.

The commercial freight will include 74.8 million tons of domestic consignments, 31 million tons of exports, 5.1 million tons of imports, and 1.8 million tons of transit goods.

In 1947, 21.3 billion ton-kilometers were achieved; in 1948 the plan called for 28.2 billion ton-kilometers but actual freight traffic was 32 billion ton-kilometers. The 1949 plan calls for 32.65 billion ton-kilometers, using 251.2 kilometers as the average transport of one ton of freight.

It is equally important to estimate accurately both the average distance carried for one ton of freight and the total volume of freight to be carried. The average distance traveled of one ton of freight is a variable quantity and depends a great deal on whether the exports and imports are shipped through the seaports or by overland route. The average of 251.2 kilometers for one ton of freight as planned for 1949 was worked out very carefully and is based on the results of 1948 and data for 1949.

It has already been mentioned that total production is correlated with total transport so that the volume of freight can be calculated, given the volume of production. No such basis exists, however, on which to estimate passenger traffic. The volume of passenger traffic depends on many economic, cultural, and social factors. Irrational factors also have an influence so that an accurate estimate of passenger traffic is difficult.

In 1946, the railroads carried 245 million passengers, in 1947, 331 million; and in 1948, 387 million instead of the 320 million estimated in the plan.

According to the 1949 plan, the estimated volume of passenger traffic is 390 million which is only a 0.4-percent increase over the volume of passengers carried in 1948. In prewar years, the volume of passenger traffic reached its peak in 1938 -- 226 million.

Although the population of Poland decreased from 35 million, the prewar figure, to 24 million at present, an unusual increase in the number of travelers has been noted since the war. This movement was influenced by the vigorous resettlement activities, the excessive development of small trade, unlicensed trade, migration of people looking for work or frequently shifting positions, and changes in the economic structure of Poland. In estimating further increases in passenger traffic, it should be remembered that passenger traffic is lessening as conditions are being stabilized and the necessity for traveling no longer exists.

In 1947, 17,960,000,000 passenger-kilometers were achieved; in 1948, 18,500,000,000 (plan called for 16,500,000,000); and the 1949 plan estimates the figure at 18,240,000,000. The relatively small increase in the number of passenger-kilometers as compared with the increase in the number of travelers is the result of the decrease in the average distance traveled by one traveler which in 1947 was 54.2 kilometers, in 1948, 48.6 kilometers (plan estimated 50.0 kilometers), and according to the 1949 plan will be 46.7 kilometers. The average passenger-kilometer noted in the early postwar period (1946, 54 kilometers) was unusually large, influenced by the factors responsible for the increased passenger traffic; a gradual reduction in the average passenger-kilometer can be expected.

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In 1947, the average commercial speed in passenger traffic was 28.5 kilometers per hour, in 1948, 30.4 kilometers per hour (plan estimated 32 kilometers per hour), and the 1949 plan estimates the speed at 33 kilometers per hour.

Narrow-Gauge Railroads

The 1949 plan estimates freight to be carried by narrow-gauge railroads at 6,900,000 tons (126 million ton-kilometers) and passengers carried at 32,500,000 (540 million passenger-kilometers). These estimates are about 2 percent over actual figures for 1948.

According to an agreement between municipal administrations and the National Treasury, a number of municipal railways were brought into the PKP (Polskie Koleje Panstwowe, Polish State Railroads) as of 1 January 1949, eight narrow-gauge and two standard-gauge lines.

Since the plan did not take into account the lines recently acquired, the total volume of traffic on the narrow-gauge railroads will show a marked difference from the planned total.

Transport Other Than Railroads

Form of Transport	Unit		1947 Actual	1948 Actual	1949 Plan
Public motor vehicles					
Total passengers carried	1,000 persons		30,776	50,000	58,000
State enterprise	"	"	13,040	23,500	32,800
Other	"	"	17,736	26,500	25,200
Total freight carried	1,000 tons		817	3,300	7,050
State enterprise	"	"	153	800	3,300
Other	"	"	664	2,500	3,750
State inland waterways					
Total passengers carried	1,000 persons		301.2	523	731.4 [sic]
On the Wisla	"	"	278.6	443	696.4
On the Odra	"	"	22.6	80	35.6
Total freight carried	1,000 tons		183	556	1,000.6 [sic]
On the Wisla	"	"	86	179	300
On the Odra	"	"	97	377	700
Air transport					
Total passengers carried	1,000 persons		59.8 [sic]	83	95
Domestic flights	"	"	55.8	76.5	80
International flights	"	"	6.5	6.5	15
Total freight carried	1,000 tons [sic]*		630	850	1,100
Domestic flights	"	"	401	550	660
International flights	"	"	229	300	440
Total passengers carried	1,000 persons		31,136.8 [sic]	50,606.8 [sic]	58,826 [sic]
Total freight carried	1,000 tons		1,000.6 [sic]	3,856.8 [sic]	8,051 [sic]

[* - Probably should be tons. Compare totals at bottom of table.]

In connection with the table above, the following points should be noted:

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1. Motor Vehicle Transport

As a result of the nationalization of regular scheduled bus lines, the passenger traffic of the PKS will exceed that of other enterprises for 1949. The absorption of lines by the state enterprise has been gradual in order to make the best possible use of the existing rolling stock. The volume of freight traffic planned for 1949 is 4 times greater than that achieved in 1948. This also is in line with the proposed scheme for establishing a regular scheduled freight line. However, the execution of this plan depends on the acquisition of adequate modern equipment from abroad.

2. Inland Navigation

Freight traffic on the Wisla, in comparison with railroad freight traffic, was in a critical condition due to lack of consignments. Water freight rates are not much lower than railroad freight rates, offering no inducement to shipping on the Wisla.

According to agreement, the Ministry of Industry and Trade will allot this enterprise 200,000 tons of freight in 1949 which should greatly alleviate this situation. Increased freight traffic on the Odra depends on the acquisition of adequate equipment.

3. Air Transport

According to plan, aviation will endeavor to develop long distance lines, that is, international flights, leaving domestic flights at their present levels. The 1949 plan estimates passenger traffic in international flights as $2\frac{1}{2}$ times greater than that of 1948.

Conclusions

Railroads will retain first place almost at an unchanged level. The table below, which shows the percentage of participation of the various divisions of transportation under discussion in the total volume of traffic, indicates that certain shifts will take place in favor of motor-vehicle traffic in both passengers and freight.

Actual Volume of Traffic in 1948

	Passengers		Freight	
Form of Transport	Million Pass	Percent	Million Tons	Percent
Railroads (standard and narrow-gauge)	412.8	89.2	119.8	96.8
Motor vehicles	50.0	10.7	3.3	2.7
Navigation /Inland/	0.5	0.1	0.3	0.5
Air transport	0.1	0	0	0

Volume of Traffic in 1949 Plan

Railroad (standard and narrow-gauge)	422.5	87.8	136.9	94.4
Motor vehicle	58.0	12.1	7.1	4.9
Navigation /Inland/	0.7	0.1	0	0
Air transport	0.1	0	0	0
Total	481.3	100%	145.0 /sic/	100% /sic/

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